

Boats Grounded At Plymouth, Clark's Island And Standish Shore During Gale

NEWS FROM THE SELECTMEN

There is no longer an attendant at the dump, so please deposit your rubbish near or over the edge. The Highway Department is now using a large tractor as an improvised bulldozer to push back the rubbish.

A trip-light has been installed by the State at the junction of St. George St. and Route 14.

A preliminary hearing between the Board of Selectmen and the Trustees of the Beach Association was held last Thursday. All three Selectmen were present, and the Association was represented by Elen Ellison, William Young and Frederick Pratt, Jr. No conclusion as to the disposition of Duxbury Beach was reached during the amicable discussion. There will be another meeting in a couple of weeks.

In the case of Laren Nasa versus the Town of Duxbury, the plaintiff was, by a jury verdict in Plymouth, awarded \$4500. Final disposition of this case, however, has not yet been made.

Mr. Gersham B. Bradford has donated lot N. 96 (containing 2.34 acres) to the Town. This parcel of land which the Cemetery Department has long hoped to obtain in order to straighten the line on Mayflower St. The Town will be asked to vote to accept this gift at the next Town Meeting.

Isabel Freeman, Town Accountant, will attend the annual meeting of the New England States and Municipal Finance Officers Association to be held today and tomorrow at the Farragut Hotel at Iyo Beach, N. H. Several noted speakers will lecture on town and State level financial problems. Miss Freeman will visit her father in Manchester, N. H., on her way back.

The Selectmen have appointed as tellers for the Primaries John Horkeson, Barclay Woodward, Harry MacNaught, Rodney Leach, Frank Williams, Gilbert Radlon, Helen Davies and John Lucy.

Permission has been given Mr. Charles Henderson to add a colonial farade to Peterson's Drug Store, which he recently purchased.

GIRL SCOUT HUMMAGE SALE

The Girl Scout Hummage Sale will be held September 28 and 29 at the Scout House. The house will be open for donations on Monday, Tuesday and Wednesday (2-5 p.m.) of each week preceding the sale. Anyone who cannot leave their donations at those hours can call Mrs. Elliot Holmes or Mrs. Thornton Burns.

SKIPPER OF "MARMION" MAROONED FOR SEVERAL HOURS. SMALL CRAFT SWAMPED, FLOATS ADRIFT.

"I've been going to sea since I was 16, and that was the roughest night I ever spent." So said Captain George W. Eldredge, 67-year-old skipper of the MARMION, a 40-ton, 56-foot, two-masted schooner which, while anchored in Two Rock Channel, parted her moorings just after midnight during the big blow and drifted on a high course ebb tide towards Plymouth Beach, where she ran hard aground at 1:15 a.m. Tuesday morning alongside the jetty that makes off the northern end of the beach.

Never in all his salty days did Captain Eldredge take such a buffet, and come so close to being washed overboard, as he stood by powerless to do anything as the beautiful schooner, owned by Frank G. Darling, son of Hyannisport, pitched and rolled in mountainous seas. He was finally forced to go below where he narrowly missed being hit by a heavy platter that whizzed by his head and "stove into the keelbox." During the night his shoulder was slightly injured, but except for being hungry and cold (he was wearing hip boots and oilskins) he was all in one piece when he waded ashore on Plymouth Beach at 7 a.m. Tuesday morning. But his troubles weren't over. The abnormally high tide kept him marooned on an island until 3 p.m. that afternoon, despite every effort to reach him.

Pratt Sloop Runs Aground

Four or five other large boats were reported grounded at various points. One casualty was the GURNET LIGHT, a cutter owned by Charles Bartlett of Manomet. She sank off the pier of the Plymouth Yacht Club. The MARY ANN II, a fishing-party boat out of Plymouth, ran hard aground on the south side of Plymouth Rock, and a power cruiser, while trying to head up around Long Point beyond the Plymouth Yacht Club pier, sank when her rudder rammed a rock. Frederick S. Pratt's 30-foot, one-masted auxiliary sloop, the EAGLE, wound up among the rocks on Clark Island, but according to Frank Davis, her only damage resulted from chafing against a sail boat that had been moored near her in the basin.

Meanwhile, wind-jets from the sideswiping hurricane (the maximum velocity registered at Duxbury Yacht Club was only 45 miles per hour) raked minor havoc all along Duxbury's coast line. The gale picked up Dr. Cattell's pier at Harden Hill Lane and deposited it neatly across the road with two rowboats still moored to it. The only damage was one broken plank. Elisha Mowry's sloop was torn from her mooring and grounded at the end of Josselyn Avenue, and several small sailing craft and rowboats were sunk or driven ashore.

Rafts On The Loose

The wind ripped the awning on the porches of the Danner and Union houses to shreds, and twisted the Danner float out of shape. It dislodged other rafts, and at least two were spotted drifting towards Plymouth Beach. Mark Jewell's SC22 was driven to Standish Shore where it docked itself, and a power cruiser was carried to Plymouth Cordage. Several small boats were beached on Standish Shore.

Dozens of spectators lined the shore at the Yacht Club and Town pier to watch the excitement, while the firemen under the direction of Chief Elen Briggs kept powerful beams trained on the boats in the basin. During the rain-swept bleakness of the general scene a man from

Brockton's Station WBET with a portable recorder interviewed Chief Briggs (the interview was broadcast twice the following morning), and to cap the excitement, a fire broke out in Marshfield and Chief Briggs had to send three trucks to fight it. One of the two houses burned to the ground belonged to State Senator Newland Holmes.

Huge Ocean Rollers

It was a rough night, and next day while spectacular breakers pounded the outer beach and the ocean lapped the planking of Long Bridge, the gusts continued while curious Duxburyites drove across the bridge for a look-see.

Trees and electric wires were knocked down, and those who so carefully raked up the twigs and leaves over the weekend (are you listening, Beanie?) wished they had waited, but Duxbury suffered no great damage.

But as Cap'n Eldredge said, it was a rough night.